

had been made for the development of power in the International Rapids Section, Canada would undertake alone to add, concurrently with the power development, whatever other works were required to ensure the completion of an uninterrupted 27-foot waterway between Lake Erie and the Port of Montreal.

5. In December of that year, the Parliament of Canada passed legislation approving a new agreement between the Government of Canada and the Government of the Province of Ontario for the development of the Canadian share of power in the International Rapids Section of the river and authorizing the establishment of a St. Lawrence Seaway Authority for the purpose of constructing the deep waterway between Lake Erie and the Port of Montreal.

6. On June 30, 1952, joint applications of the Governments of Canada and the United States were submitted to the International Joint Commission in respect of the power development. Notes exchanged between the two Governments on the same date reaffirmed Canada's undertaking to add the necessary works for navigation when all steps had been taken to enable power to be developed in accordance with the joint applications. On October 29, 1952, the International Joint Commission issued an Order approving the power development and on November 4, 1952, the Government of the United States was informed that the Canadian Government considered the 1941 Agreement as having been superseded and that, consequently, Canada did not propose to take any steps to have that agreement ratified. The United States Government noted the Canadian withdrawal from the 1941 Agreement and agreed that, in the circumstances, the United States should now cooperate fully with the Canadian Government for the development of the St. Lawrence project on the basis set forth in the plan approved by the International Joint Commission and in the Notes exchanged on June 30, 1952.

7. The Hydro-Electric Power Commission of Ontario is now fully authorized to develop the Canadian share of the power. An appropriate entity has yet to be authorized to undertake construction of the U.S. share of the power. The Power Authority of the State of New York and the Public Power and Water Corporation of Trenton, New Jersey, both submitted applications for licences to the Federal Power Commission in the autumn of 1952. The Federal Power Commission concluded its public hearings on these applications on February 27, 1953, but has not, as of this date, made known its decision in the matter.

8. In a Note addressed to the U.S. Ambassador at Ottawa on January 9, 1953, the Government of Canada indicated that, once the works for power were under construction jointly by the Hydro-Electric Power Commission of Ontario and the entity designated by the United States, Canada was fully prepared to construct the navigation works alone. However, once an entity was designated by the United States and authorized to proceed, Canada was prepared to discuss any specific alternative plan the United States Government might wish to make for joint development of the seaway provided such discussion did not cause any delay in the completion of the power project.

9. The reasons which in the past prompted the Permanent Joint Board